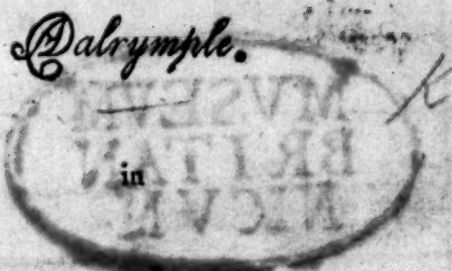


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A  
COLLECTION of PLANS  
of  
PORTS in the EAST INDIES.

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COLLECTION OF PLANTS  
AND  
PORTS in the EAST INDIES.





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## INTRODUCTION.

THIS Collection of PLANS of PORTS, &c. in the EAST-INDIES, was originally published by Numbers in 1774 and the beginning of 1775. It then contained 78 PLANS from unpublished M.S.S. besides many Views, on 83 Plates; I have added, to the Plate of *Mossell Bay*, a Sketch of *S<sup>t</sup>. Sebastian*, to the *Eastward of Cape Laguillas*, from a M.S. at the *India-House* in a *Journal of the Northumberland*, 1705, but it does not appear to have been made in that Voyage. I have also added to the *Sandakan* Plate, a Sketch of the Strait between *Tambiesan* and *Oonsang*, made by myself.

I have re-engraved the Plates of *P<sup>o</sup>. Pinang* and *Romania Strait*; the former is only differently placed upon the Plate; the latter is on a larger scale, and I have added two Views of the *Romania Islands*, taken by myself.

Some Additions are made to the Plate of *Carwoor* from a M.S. of Capt. Forrest, communicated to me by Sir William James Bart.

I have added the *Rhomb Lines* in the Margins of all the Plates.

On the other hand I have omitted the *Plan of Mobilla*, because, I think, I have materials to form a better; and the *Plan of Nattal Road*, as, I am convinced, it is very

a

erroneous =



erroneous: I have several M.S.S. of *this Road*, but they disagree so much with one another, and with *Capt. Huddart's Plan*, that, I am afraid, I shall be unable to make a *tollerable Plan* from *all* of them, even with the assistance of the *various Bearings* of the *Shoals*, which I shall therefore insert in this Place, and request that some Person, who may have the opportunity of taking the *Angles*, to determine the *reciprocal positions* of the *Objects* whose *Bearings* are given from those *Shoals*, would be so obliging to communicate *those angles* to me, if They cannot make an *exact Plan* of this *very dangerous Road*: If the *reciprocal positions* of the distinguishable *objects* were determined, especially of the *Highest part of Caracara Hill*, of *Nattal Hill* and of *P<sup>o</sup> Timong*, *Nattal Flag Staff*, *P<sup>o</sup> Caracara*, *Raccool* and *Durian Points*, It would then be very easy to make an *exact Plan*, because nothing more would be necessary than to take the *Angles* of these *Objects* with a *Hadley's Quadrant* from the several extremities of the *Shoals*; It would however be very desirable to place a *High Tree* with a *Bamboe Staff* a-top, by way of *Mark*, on *Raccool* and *Durian Points*, for *low woody Points*, being indeterminate objects, may produce incertainty and occasion essential mistakes; and if a *Stake*, with a *few branches* on it, is stuck into the *Coral Rocks*, It will assist in completing the *Plan*, as the *Bearings* of those *Shoals* from the *Shoar*, or from the *Ship*, might then be taken, and these *Stakes* would also be useful in directing the *Line of Sounding* between *Shoal* and *Shoal*.



Authority.	Shoals.	Nattal Flag Staff.	Nattal Hill.	Po. Timong.	Po. Caracara.	Caracara Pt.	Caracara Hill.			
Com. Watfon	14 F <sup>c</sup> coral in 17 fath'.	. .	E $\frac{1}{2}$ S	SE						
D <sup>o</sup> . . .	2 $\frac{1}{2}$ and 3 fath' coral in 10 or 11 fath' ab <sup>t</sup> 5' off shoar }	. .	EbN	SSE $\frac{1}{2}$ E						
D <sup>o</sup> . . .	Breakers ab <sup>t</sup> NNW $\frac{1}{2}$ W from the Road when SW from them 1' dist. in 11 fath'.	SEbE $\frac{1}{2}$ E	. .	. .	NENy					
D <sup>o</sup> . . .	2 $\frac{1}{2}$ sand and mud in 14 fath'.	. .	. .	. .	. .	. .	Caracara Table Land and High Peak in one			
	When without It W $\frac{1}{2}$ N 1' dist.	. .	E $\frac{1}{4}$ S	SSE $\frac{1}{2}$ E	ENE $\frac{1}{2}$ N 6'					
D <sup>o</sup> . . .	Breakers when they were EbS $\frac{1}{2}$ S . . . }	. .	NNE $\frac{1}{2}$ N	E $\frac{1}{2}$ S 3 lea'						
D <sup>o</sup> . . .	Small Shoal Breakers in 18 fath' in one with middle of Nattal Hill }	. .	SE	. .	SE					
Snow Afia → 16 $\frac{3}{4}$ Lat. O. o° 33' N	Breakers . EbS . . then S <sup>o</sup> Ext. Sumatra SSE	ESE	. .	SSE	EbS	E ab <sup>t</sup> 3 lea'		Durian Pt.	Pt Racool	N. Ext. in fight.
→ 11		ESE	. .	S <sup>o</sup> Ext. SbE	NEbE	. .	NE	SEbS		
In Nattal Road →	Breakers off } . NWbN } P <sup>o</sup> Caracara } Town . . . EbS $\frac{1}{4}$ S 6' }	E	. .	D <sup>o</sup> . S $\frac{1}{2}$ E	NbW	NNW	.	SbE $\frac{1}{2}$ E		
	Shoal off Caracara .	ESE	. .	D <sup>o</sup> . S $\frac{1}{2}$ E	High Tree on Po. Caracara NENy					
J. Roberts	Durian Shoal . .	. .	NEbE $\frac{1}{4}$ E	S $\frac{1}{2}$ E		. .	N $\frac{1}{2}$ E	SE $\frac{1}{2}$ E	E $\frac{1}{2}$ N	
	Caracara Shoal . .	. .	ESE	S $\frac{1}{2}$ E	. .	N $\frac{1}{2}$ E	NEbN	SSE $\frac{1}{2}$ E	SEbS	NW $\frac{1}{2}$ W
	Shafsbroke Shoal . .	. .	EbN	SbE $\frac{1}{2}$ E	NbE $\frac{1}{4}$ E	N $\frac{1}{4}$ E	NNE	SEbE $\frac{1}{4}$ E	F $\frac{1}{4}$ S	NbW
C. Huddart	Shoal . . .	EbN $\frac{1}{4}$ N	. .	SbE $\frac{1}{2}$ E	. .	N $\frac{1}{4}$ E	.	SEbE $\frac{1}{4}$ E		
	Caracara Shoal . .	. .	. .	S8 <sup>o</sup> E	NE $\frac{1}{2}$ E	N8W				
	Shoal . . .	NEbE	. .	S8 <sup>o</sup> E	. .	. .	.	SE $\frac{1}{2}$ E		

The Collection, after the beforementioned omissions and insertions, will now stand according to the following List, viz.



## SCALE

Plate. Inch. Dec. = 1'

			By whom	From whom received.	Page
1 . 0.2	D. pr.	Bay St. Bras . . .	S. Coast Africa . . . . .	Van Keulen	1
1	{ none E. ms.	St. Sebastian's Bay	D <sup>o</sup> . . . . .	E. Ind. Comp.	
	{ 0.4 D. pr.	Moffel Bay . . .	D <sup>o</sup> . . . . .	Van Keulen	2
1 . 0.2	D. pr.	{ Algoa Bay . . . } Views . . . . .	D <sup>o</sup> . . . . .	D <sup>o</sup> . . . . .	2
1 . 0.4	{ D. pr.	Tollear . . .	Madagascar . . . . .	D <sup>o</sup> . . . . .	2
	{ E. ms.	View . . . . .	D <sup>o</sup> . . . . . C. Jonath. Court	1755 D <sup>o</sup> . . . . . 1750 Capt. Court	
1 . 0.4	D. pr.	Manumbagh . . .	D <sup>o</sup> . . . . .	1755 Van Keulen	
1 . 0.4	E. ms.	Long Point . . .	D <sup>o</sup> . . . . . Mr. White . . . . .	C. Peter Fea	
1 . 0.4	E. ms.	{ Part of Mayotta . . .	Comoro Islands	Mr. Watfon . . . 1754	C. Peter Pigou . . 4
		{ View . . . . .		John Barker . . . 1750	C. Richard Lewin
		{ D <sup>o</sup> . . . . .		James Mayoffre . . 1768	Gov. du Pré
1 . 0.4	E. ms.	Part of Comoro . . .	D <sup>o</sup> . . . . . Alex. Sibbald . . . 1753	C. Geo. Baker	4.16
1 . 0.4	E. ms.	{ Johanna Bay . . .	D <sup>o</sup> . . . . . C. Peter Pigou . . . 1762	C. P. Pigou . . . 12	
		{ View of Bay . . .		C. John Kempthorne 1689	Brit. Mus.
		{ D <sup>o</sup> . . . Island . . .		D <sup>o</sup> . . . . .	D <sup>o</sup>
1 . 0.4	E. ms.	Zanzibar . . . . .	E. Coast Africa	Unknown . . . . .	C. W. Smith
1 . 0.4	E. ms.	Patta . . . . .	D <sup>o</sup> . . . . . C. David Crichton	1751 Hon. Tho. Howe	
1 . 0.1	{ F. ms.	Socotra . . . . .	Arabia . . . . . C O f R . . . . .	C. J. Watfon . . . 14	
	{ E. ms.	View of Tameren	Socotra . . . . . J. Browne . . . . .	1615 E. Ind. Comp.	
1 . 0.4	E. ms.	Kiffen . . . . .	Arabia . . . . . C. David Crichton . . .	Hon. Tho. Howe	
1 . 0.5	D. pr.	Kifmis Channel . . .	Gulph of Persia . . . . .	Van Keulen	
1 . 0.4	E. ms.	Bushier . . . . .	D <sup>o</sup> . . . . . C. David Simmons . . .	Hon. Tho. Howe 149	
1 . 0.2	E. ms.	{ Karak . . . . .	D <sup>o</sup> . . . . . Unknown . . . . .	C. J. Watfon	
		{ View . . . . .		D <sup>o</sup> . . . . .	
1 . 3.2	E. ms.	Crotchey . . . . .	Coast of Scindy	Jo <sup>s</sup> . Mafcall, qu. 1774	E. Ind. Comp. 133
1 . 0.4	E. ms.	Broach River . . .	{ Gulph of } Cambay . . . . .	{ Lt. W. Aug. Skynner 1773	D <sup>o</sup>
1	{ 0.4 E. ms.	Surat River . . .	D <sup>o</sup> . . . . . Unknown . . . . .	1750 Hon. Tho. Howe 150	
	{ 1.6 E. ms.	Choul . . . . .	Malabar Coast	D <sup>o</sup> . . . . . 1764	C. J. Watfon
1 . 0.8	E. ms.	{ Gingerah, or } Donda Raapore . . .	D <sup>o</sup> . . . . . Andrew Werner . . . 1761	E. Ind. Comp. 133	
		{ View . . . . .			Hon. Tho. Howe



## SCALE

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			By whom	From whom received.	Page
1 • 3, 2 E. pr.	Gariah . . .	Malabar Coast	Sir Will. Hewett .	1756 Mr. Secr. Stephens	
1 • 3, 2 E. ms.	{ Melundy . . . View . . .	D° . . .	C. John Watfon .	1765 } C. J. Watfon	
1 • 0, 8 E. ms.	{ Goa . . . View . . .	D° . . .	Reeves Woodfon .	Mr. Will. Herbert	152
			Hon. Tho. Howe	H. T. Howe	
1 • 0, 8 E. ms.	Merjee . . .	D° . . .	Elias Bates . . .	1725 E. I. Comp.	155
1 • 3, 2 E. ms.	Comptee . . .	D° . . .	D° . . .	1725 D°	
1 • 1, 6 E. ms.	Onore . . .	D° . . .	D° . . .	1725 D°	
1 • 1, 6 D. pr.	{ Cranganor Mud-bank }	D° . . .		Van Keulen	
1 • 4, 0 D. ms.	King's Island .	Maldivés .	Peter Sandelyn .	1727 { Pilot Siam Ship at Malacca, 1759 }	15
1 • 0, 2 E. ms.	Batacalbe . . .	Ceyloan .	Falmouth. M. of W.	1762 Adm. Kempenfelt	157
1 • 0, 4 E. ms.	Arrackan River	Bay Bengal	Unknown . . .	C. Bibb	
1 • 0, 4 E. ms.	Negrais . . .	Ava . . .	Thomas Taylor		
1 • 0, 4 E. ms.	Perfaim River .	D° . . .	{ C. Geo. Baker Alex. Sibbald }	C. Baker Governor Saunders	
1 • 0, 4 . ms.	Syrian River .	Pegu . . .	Unknown . . .	Mr. Russell	
1 • 0, 4 E. ms.	Tavay River .	Bay Bengal	C. Palairat . . .	1753 C. Alves	
1 • 0, 4 E. ms.	P° Pinang . . .	Strait Malacca	C. Walter Alves .	1763 D°	
1 • 1, 6 { E. ms. E. ms.	Romania Strait .	E. Coast Malaya	D° . . .	1763 D° . . .	31
	View . . .		D°		
1 • 0, 8 E. ms.	Rydanagh Harbour	D° . . .	Ship Pitt . . .	1764 C. Jof. Jackson	
1 • 0, 4 E. ms.	Turon . . .	Cochin China	{ Cap. Arth. Gore & Ph. Bromfield }	1764 C. Bromfield	
1 • 0, 4 E. ms.	Tonqueen Bar .	Tonqueen .	John Walsh . . .	1719 . . .	159
1 • 1, 6 E. ms.	Yulinkan . . .	Hainan .	M. Omerat . . .	1760 M. D'Aprés .	136
1 • 3, 2 S. ms.	Ypoloté . . .	Palawan	{ Don. Tho. de Castro	1753	
1 • 3, 2 S. ms.	Danawan . . .	Balabac			
1 { 0, 8 E. ms. 0, 4 E. ms.	Tambeefan . . .	Borneo .	D° . . .	1764 . . .	E. Ind. Comp. . 147
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1 { 1, 6 S. ms. 0, 1 S. ms.	St. Maria . . .	Mageendanao	Unknown . . .	C. Richard King	
	Seebuguey . . .	D° . . .	D° . . .	D°	



## SCALE.

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1 . 0, 2	{ S. ms. } D. pr.	Bongo Bay	Mageendanao	Unknown	{ C. Richard King Van Keulen
1 . 0, 4	E. ms.	Surigao	D <sup>o</sup>	Mr. Will. Greer	Mr. Will. Greer
1 . 0, 2	S. ms.	Panguyl	D <sup>o</sup>	Unknown	Don Manuel Galves
1 . 0, 4	S. ms.	Palapa	Samar	Don Manuel Galves	D <sup>o</sup>
1 . 0, 8	E. ms.	{ S. Jacinto . View of D <sup>o</sup> . D <sup>o</sup> Naranjos, &c. .	Ticao . . .	I D Panther Man of War D <sup>o</sup> D <sup>o</sup>	{ C. Ph. Affleck
1 . 0, 2	S. ms.	Sorlogon	Luzon	Unknown	qu. Don. Man. Galves
1	{ 0, 2 S. ms. 0, 4 S. ms.	Naga Seefeeran	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup> Don Manuel Galves	Mr. Barnard D. M. Galves
1 . 0, 2	S. ms.	Lampon	D <sup>o</sup>	D <sup>o</sup>	D <sup>o</sup>
1	{ 0, 8 S. ms. 0, 4 S. ms.	Salomague Ports of Ylocos	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup> Unknown	{ D. Raymondo Killy- Kelley
1 . 0, 4	E. ms.	Calapan	Mindoro	D <sup>o</sup>	C. Ph. Affleck
1	{ 0, 4 E. ms. 0, 2 S. ms.	Batangas Capa Luan	Luzon D <sup>o</sup>	C. Will. Brereton Don Manuel Galves	C. Brereton D. M. Galves
1 . 0, 8	D. ms.	{ Zutphen, or Hound's Islands }	Strait Sunda	Unknown	20. 128
1 . 0, 2	D. ms.	Lampoon Bay	D <sup>o</sup>	D <sup>o</sup>	Chinese Noquedah
1 . 2, 0	E. ms.	Mew Bay	D <sup>o</sup>	C. John Watfon	1762 C. Watfon . 19
1 . 0, 2	E. ms.	{ Keyfer's Bay View Keyfer's I. }	D <sup>o</sup>	C. Tho' Forrest	Gov. Saunders
1 . 0, 8	E. ms.	Billimbing	W. C. Sumatra	Ch' Gust. Wahlfeldt	1771 E. I. Comp. . 36. 121
1 . 0, 8	E. ms.	Bencoonat	D <sup>o</sup>	D <sup>o</sup>	D <sup>o</sup> . 121
1 . 0, 4	E. ms.	Croëe	D <sup>o</sup>	C. J. Watfon	C. Watfon . 37. 122
1 . 0, 8	E. ms.	Cawoor	D <sup>o</sup>	{ C. G. Wahlfeldt, with additions .	{ E. Ind. Comp. . 39 C. Skottowe, and Sir Will. James, Bart.
1 . 1, 6	E. ms.	Poolo Bay	D <sup>o</sup>	Will. Tolley	E. Ind. Comp. 35. 45
1 . 0, 4	E. ms.	Engaño Island	D <sup>o</sup>	C. G. Wahlfeldt	E. India Comp. } 113
	E. ms.	View D <sup>o</sup>	.	Unknown	Mr. W. Herbert } 122
	D. ms.	D <sup>o</sup>	.	.	.
1 . 0, 8	E. ms.	Engaño Bay	D <sup>o</sup>	C. G. Wahlfeldt	E. India Comp. } 127



## SCALE

Plate. In. Dec. = 1'

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By whom

From whom received. Page

1 . 0, 8 E. ms.	S. E. Harbour	} Pogy Islands	C. John Whiteway 1750	. . . . .	} 89
1 . 1, 6 E. ms.	Strait Secockup				
1 . 0, 8 E. ms.	Se Laubo Laubo				
1 . 1, 6 E. ms.	{ Se Ooban . Se Labba . Hurlock's Bay	} Porah Island	D <sup>o</sup> . . . . . 1750	. . . . .	} 89
1 . 0, 8 E. ms.	{ Hurlock's Bay and adjacent C.				
1 . 0, 2 D. ms.	P <sup>o</sup> Nayas .				
1 . 0, 8 E. ms.	S. Leaga .	D <sup>o</sup> . . . . .	C. Step. Holloway Bunyan	. . . . .	80
1 . 0, 4 E. ms.	Tappanooley .	D <sup>o</sup> . . . . .	qu. Mr. Nairne	. . . . .	74 81
1 . 0, 2 D. ms.	Ayer Bongy .	D <sup>o</sup> . . . . .	Unknown	. . . . .	C. Watfon . 67
1 . 0, 2 E. ms.	Priaman .	D <sup>o</sup> . . . . .	C. John Watfon 1762	D <sup>o</sup> . . . . .	60
1 . 1, 0 D. pr.	Padang Road .	D <sup>o</sup> . . . . .	Unknown	. . . . .	Van Keulen
1 . 0, 4 D. ms.	D <sup>o</sup> . Islands	D <sup>o</sup> . . . . .	D <sup>o</sup> . . . . .	. . . . .	Chinese Noquedah 54.84
1 . 0, 2 D. ms.	Indrapour .	D <sup>o</sup> . . . . .	D <sup>o</sup> . . . . .	. . . . .	C. Watfon . 51
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1 . . . { ms. pr. }	Sumatra Views	. . . . .	Various		

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N.B. E. means English, F. French, D. Dutch, S. Spanish, pr. printed, ms. manuscript.

THIS



THIS COLLECTION is *some addition* to the General Mass. of *Geographical Knowledge*, and therefore I have the satisfaction to consider that my pains and labour have not been thrown away, but that It will remain a *Record* of having done SOMETHING in 1774 and consequently that I have not *lost that Year*: although I was drawn into an expence by the Publication, contrary to my intention, I am not now a *Lofer* by it; and perhaps It may have had an influence on the Resolution of *The East India Company* to engage me in the Prosecution of this *Undertaking* on a more *extensive Plan*: It also produced *præstantior auro*, the approbation of that distinguished Character, whose unhappy Fate will ever be greatly lamented, not only by all his Friends, but by the Publick at large, who must hold in Respect the Memory of the late *Admiral Kempenfelt*, a Man, *without* a *Foe* or *Imputation*, in the course of a long Life of Public Service and Distinguished Merit! It is so great an honour to have had his good Opinion, that I cannot deny myself the Pleasure, on this occasion, of laying before the Publick an Extract of a letter I received from Him, viz.

“ Dear Sir.

“ I HAVE received your very valuable Charts for particular parts of the East Indies,—what an Infinite deal of  
 “ Pains and time You must have bestowed to form such a  
 “ Numerous Collection! It seems an Herculean Labour!  
 “ but it is a Proof what Genius Joined with Industry is  
 “ Capable of. However You have the pleasing reflection  
 “ that You have Successfully Laboured for the Publick  
 “ Good, the Good of Navigation. And that Your Memory  
 will



“ will live for ever. Love of Fame is a Laudable Ambition.  
 “ Young calls it the Universal Passion. And Yet How  
 “ few, pursue the true road to it!

“ I wish you was placed in a Situation that would afford  
 “ You more means and a greater Latitude to pursue Your  
 “ favourite Study. I mean at the head of an Hydrogra-  
 “ phical Board Established by Authority of Government,  
 “ to which Office Encouragement should be Given to  
 “ bring all Surveys and Discoveries of Rocks Shoals &c.  
 “ and those found good printed at the Publick Expence  
 “ It is no more than what the Interest as well as Reputation  
 “ of the Nation as a great Maritime State requires should  
 “ be done. By such an Office well conducted, what an  
 “ Increase of good Surveys would the Publick be benefited  
 “ with? And the Good being stamped with the Authority  
 “ of the Board would direct the Purchaser to avoid those  
 “ Erroneous Charts, which Instead of serving to Avoid  
 “ Dangers, too often fatally lead to them.

“ To Encourage men of Genius is one great means  
 “ to make a State flourish, Our Ministers in General I  
 “ think have never been Eminent for that Virtue, a  
 “ Genius in this Country may remain Unknown to our  
 “ Ministers, though known and esteemed in every other  
 “ State of Europe.”

“ Charles Street

“ Dec<sup>r</sup>. 24<sup>th</sup> [1780]

Almost none of these PLANS being laid down from my  
 own Observation, I cannot vouch for their exactness; but  
 altho' they ought not to be *blind-fold* and implicitly relied  
 on, they may be of very great use and assistance.

c

General



General Charts wherein there is hardly the *least similitude* to the *places* to which they relate, are frequently to be seen; but *particular Plans* are scarcely ever without *some resemblance*; I have indeed met a *few such particular plans*: but even the publication, in a *General Collection*, of a *few plans* without the *smallest resemblance* may be useful; because *Some One*, amongst the *many* into whose hands *such a Collection*, must fall, may prevent the evil effects which might attend a *confidence* in an *unknown plan*, by declaring where they know on *good authority* such Plan is *execrable*. Such is the *Plan of Zolo*, published by *Mr. Swithin*, which has *no resemblance* to the place. Such also is the *Plan of the Bashee Islands* in *Dampier's Voyages*; the last indeed can hardly be charged to *Dampier's* account, as the *Plan* in the original MS. preserved in the *British Museum*, is a *rude sketch* without *scale* or *compass*, and has no names affixed to the Islands: This Plan having no similitude to the Form and reciprocal Situation of the *Several Islands* has produced the greatest confusion; for different Navigators applying *Dampier's Names* to *different Islands* makes it difficult to distinguish *what Islands* are meant in the various Voyages: To elucidate This matter I have made out the following Table wherein I have annexed to the *Country Names*, those given by the different Navigators: I have profited by a MS. Abstract of the Journal kept by the late Capt. Patrick Baird, then on board the *Centurian*, in distinguishing the Islands seen by Lord Anson, having found myself very much misled by the printed Relation of that Voyage, where those Islands are mentioned without distinctness or precision, Dampier being condemned in one Place for assigning a false Latitude because



because they saw Islands He did not see, without correcting their mistake altho' they afterwards saw the Islands visited by him.

I am far from meaning an imputation here on the late Lord Anson, on the contrary I have been assured He was very sensible of the deficiency of Nautical Information in the Printed Relation of his Voyage, and had been desirous of a 2<sup>d</sup> Volume, which those who were ignorant of His Reasons condemned as the excess of Vanity, whereas it was a Proof of his Understanding; Having learnt that Some Progress had been made in this 2<sup>d</sup> Volume which was to have contained every thing useful to Navigators and that there was a possibility that it might be found at Moor-Park, I applied to Sir Tho<sup>s</sup> Dundas, who very obligingly made a Search for it there, but without Success.

	Dampier	Centurion	Pitt
Ballingtang			Richmond
Batan	Grafton	Monmouth	{ N <sup>o</sup> part, Monmouth. S <sup>o</sup> part, Bashee
Sabtang	Monmouth		
Bayat	Orange	Grafton	Goat Island
In my Chart, the Country Names being unknown			Orange
High Rock	Rock	High Round Rock	Grafton
Bashee	Bashee		Plantation Island
Goat Island	Goat Island		St. Georges Island
4 N <sup>o</sup> Is <sup>l</sup> s	{ A B C D }	Bashees	Without Names

In the *Ponshourn* and  
*Dolphin* called *Grafton*  
and *Monmouth*

This



This Work was intended to consist entirely of *particular Plans* and *Views*, without any *General* or *Coasting Charts*; I added some *Nautical Instructions* concerning the Places to which these *Plans* and *Views* related, together with such other *Explanations* as were in my possession; but as this Collection may be acceptable to many Persons who have no Knowledge of, or connection, with Sea Affairs, I have thought it expedient to give the *Explanations* without the *Nautical Instructions*.

I have avoided all useless ornament in these *Plans*, although I flatter myself it is a Publication which will be no discredit to this Country; the *Views* and *Hills* in ST. BRAS, MOSSELL BAY, ALGOA, TOLLEAR, SOCOTRA, ARRACKAN and RYDANGH, were, at first, done by the late Mr. Henry *with stone*, which is a mode of engraving little known and seldom practised, nothing expresses *distant Land* so well, but as this kind of engraving will not print above 200 good Impressions, it is more elegant than convenient, and these Plates have been since etched.

The View of the NARANJOS in the ST. JACINTO Plate was done by Mr. Henry with *wheel Tools*, as were many of the *dotted Sands*, &c. in various Plates, and nothing can be more convenient or expeditious than such Tools are for all *dotted Lines* of every kind, I have not been able to pay that attention, nor to make those Experiments, necessary to perfect the other kinds.

The View in the Plate of TONQUEEN BAR was done by Mr. Henry with a *Diamond Point* turned for me by the ingenious Mr. Hynam; The *Diamond* has many essential



essential advantages over the *Needle*, or *Dry Point*, as it is called, tho' perhaps no body had attained a greater facility in the use of the last than Mr. Henry, with it he did KISSEEN, CROTCHY, BROACH RIVER, GARIAH, GOA View, MERJEE, COMPTEE, ONORE, BATACALOE, NEGRAIS, PERSAIM RIVER, SYRIAN RIVER, DANAWAN, PALAPA, NAGA and YLOCOS.

The Views of MAYOTTA, of ENGANO and the Plate of SUMATRA Views, as well as KINGS Island MALDIVE'S, were etched by Mr. Lerpeniere: The Views of JOHANNA, and BUSHIER, KARAK View, GINGERAH, MELUNDY, ST. JACINTO View and the Plate of the POGGY Views were done by Mr. Begbie, Engraver of the *elegant Plan of Edinburgh* (sold by Faden.)

It may be proper to observe that the Plan of KISMIS CHANNEL, which is taken from *Van Keulen*, makes the *Island Kismis* of much greater extent than it is generally represented.

CROTCHY was received in 1774 by the *East India Company* but no explanation or description came with it; I have an old MS. *Draught* of the *same Place*, but without a scale; This *old Draught* lays down 4 fath. to the SE and E of the *southernmost Rock* or *Island*, on the *E. side* of the *Bar*, gradually diminishing to 2 fath. in the channel between *this Rock* and the *next*, to which *last* it carries the *Bar*: This old *Draught* also makes the *inlet*, to the *Northward* of the *Fishing Town*, separate into *Creeks*, and extend to a *Fort* and *walled Town*, as far distant from *that Point*, as it is from thence to the

d

Point



*Point* at the W. part of the *Bar*, the *river* leading to that *Town* it calls *Darta*.

The Plan of BROACH River by L<sup>d</sup> Skynner was also received from Bombay by the East India Company, the Soundings are expressed to be at *high water*, but the *rise* of the *Tide* is not mentioned, tho', in this instance, essentially necessary to be known before any vessel ventures into it. Mr. Skynner in the *Memoir* to his elegant Chart of the *Gulph* of *Cambay* says the *Tide rises* in the *Springs* on *Broach Bar* 2½ and 3 fath<sup>s</sup>.

It gave me much pleasure to see that several Draughts had been sent home from Bombay, and I flattered myself the Encouragement given by the Court of Directors towards these Publications would have been an inducement to the Company's Servants abroad to transmit other Charts and Remarks when they saw their labours might be of service to the Community, but since the death of Commodore *John Watson* The Company have received no more Draughts from thence.

The Plan of GINGERAH or DONDA RAJAPORE, at the India House, bears the name of A, i. e. Andrew Werner, the Copy I had from Mr. Howe was anonymous; the *view* I have given is from Mr. Howe's Copy; that at the India House is in a different point of sight; Many of our Ships have been there, but I have met with no *description*, except the very brief remarks in the *Bombay Grab* 1761; The English at that time, to prevent the *Mahrattas* taking it from the *Sedee*, hoisted their *Flag* there; but they did not keep possession.

The



The Plan of GARIAH by Sir William Hewett was made in 1756 when that Place was taken from Angria; It is from the Impression of a Copper Plate; this *Impression*, at the Admiralty, is the only one I can find; and the *Plate*, which had no Publisher's name, is supposed to be lost.

The Plan of MELUNDY was made in 1765 by Com. Watson, who commanded the Ships on that Expedition when it was taken.

I am obliged to Mr. William Herbert for the Plan of GOA; it is the only tolerable Plan, *with Soundings*, I have seen of this Place, BELLIN in his *Petit Atlas Marit.* published a Plan of it *without Soundings*; these Plans are considerably different: I have added a *View* of the *Land* by the *Hon. Thomas Howe*, deceased.

The Plan of MERJEE I found in the India House; but the *Explanation* which accompanied it is mislaid; it appears this is a very fine River, capable of admitting Large Ships, but seems to be little known.

The Plans of COMPTEE and ONORE were made at the same time; In the Letter from the President and Council of Bombay, dated 25th January 1725-6, per Ship Morrice; they say,

"We do not find our expectations about settling in the Carnatick Country answer so well as we were given to hope would be from that Rajah, copy of the Grants he has given for our Trade in his Country we now send in this Packet N<sup>o</sup> 26, the which, except leave to fortify at Comptee, we do not find more than due to any common Merchant, and therefore shall not value ourselves



ourselves upon them, but only continue your Servants at Onore so long as the conveniency of your affairs require it; where as yet all freedom has been given for transacting them without any interruption.

“ We sent our Engineer Bates to Onore to survey that Port, Merjee and Comptee which he has done, and the Plans of them with *references to each* \* we now send your Honours in this Pacquet N<sup>o</sup> 27. To that of Comptee is joined a Plan of a strong House with a calculation of what may be the Charge of building it, should your Honours, by the Rajah's enlarging his Grants, give encouragement for settling there and erecting such a Building.

“ The Reasons why Comptee is most remarked on are, because it is most likely to be obtained from the Rajah to be under our own Government, paying him an annual income for the same, and the only Place in his Country he will give us leave to fortify at, but capable, as we are given to understand, of very large Improvements, if it was well looked after, at present no King's Officer resides there, but the Taxes that are fixed are annually collected by the Receiver, the Inhabitants having no Head but one of their own chusing from among themselves, they had formerly a Buzar, which being made use of by Kimpfaunt and other Coast Pyrates carrying thither their prize goods for sale, the Rajah ordered it to be abolished; but now it is said he has

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\* The *references* to Merjee and Onore are mislaid.



has given leave for the same to be restored, on a view that we shall accept of his Grant for settling there, and very likely for the sake of its defence against those Freebooters.

“ It is equally contiguous to the Pepper Plantations with either Onore or Merjee, and more convenient for imbarquing with less charge and more speed and safety. We are informed that its Produce of Salt is so considerable as to load away thence inland from 40 to 45,000 oxen annually, and these, thro’ want of a Mart for their Goods from the Country, coming thither empty, a considerable advantage would accrue by employing them bringing down pepper at an easy charge, we have since directed to be enquired into what the Rajah’s present Revenue is annually, and if he will consent, would your Honours like thereof, to except of one annually from you, and put the Government of the Place into your hands, concerning which you may please to give your conditional orders for accepting or declining settling at that Place”

And in a Letter from Onore, 20th April 1725, received at Bombay 26th May 1725, The Chief and Council say,

“ We wrote your Honour, &c. the 6th Inst. we intended to go and view Merjee and Comptee; Accordingly we set out the 12th Instant and returned the 16th. In our Journey we found Houses prepared for us at every convenient Place we came to, where we were

e

met



met with by the Governors and Officers of the Places with their attendance about half a mile out of the Towns who brought us presents of Fruit and Fowls, &c. and conducted us to our lodgings both coming and going back; wherever we came we met with more civility from the People than we could have expected. We viewed all the Places on the Coast betwixt this and the Sunda Country, and in our opinion none is so convenient to settle a Factory in as Onore, which has a very good river and from whence we generally shipped off most of the Pepper we brought in this Country when we were at Carwar, and if we settle here we can certainly do the same much more conveniently."

I have been assured that The HARBOUR of NEGRAIS was a *Trigonometrical Survey* by Thomas Taylor; PERSAIM RIVER was taken from a *Draught* made by C. George Baker with some additions from a *Chart* by Alexander Sibbald, the outer part of the NEGRAIS Plate has *some soundings* from Sibbald and other Authorities.

I have various Plans of SYRIAN River and no two agree; I do not therefore give this as the *most exact*, but it appeared to me to be the latest.

As the Harbour of TURON requires no particular *direction*, I have omitted saying any thing concerning it, altho' I have myself been there, as what I might now say would anticipate that part of my own Journal which I intend hereafter to publish.

I have



I have reprinted from the Philof. Transf. Mr. Davenport's account of the *Tides* at TONQUEEN BAR.

Nothing would be more beneficial to Navigators than comprehensive and true Theories of the *Winds*, *Currents* and *Tides*; But this cannot be effected but by collecting together all the *scattered Pieces* containing *actual Observations* on *Those Subjects*. The *Journals* of the East-India-Company's Ships contain an Historical Collection of the *Winds* for the greater part of a Century over a very extensive portion of the Globe; The Summary View of the Contents of this very valuable Repository I shall compleat as soon as my other more immediately-essential avocations will allow: but in the mean while I may perhaps be induced to make a Progress in this important Matter by collecting together the information which is otherwise to be met with, an Intimation therefore concerning any authentic Observations of *Winds*, *Tides* and *Currents* will be thankfully acknowledged.

In the *Nautical Instructions* I have given a Translation of the French Journals of The *Camel* and *Elephant*, who in 1760 touched at YULINKAN on the S. Coast of Hainan; I was indebted to the deceased M. d'Après for these Journals, and am happy of every opportunity to make my acknowledgments to him for the attention he always shewed me. I have not repeated my *own observations* on the Coast of HAINAN, as they are already published in the Memoir accompanying the Charts and Views of that Coast; It will however be proper here to give the  
names



names in the CUDDALORE's Journal which correspond to the Names in the Plan of YULINKAN, viz.

Sandy Pt . . . . . P<sup>te</sup> aux Sables.

Rocky Pt . . . . . P<sup>te</sup> aux Roches.

Foul Pt or 2<sup>d</sup> Pt with- } P<sup>te</sup> du Fortin.  
out Rocky Pt

3<sup>d</sup> Pt without Rocky Pt } P<sup>te</sup> ou l'on fait le bois, i. e. p<sup>t</sup>  
where they wooded.

10 Fath. Pt . . . . . Zonby I.

Outer Pt or Dolphin's } P<sup>te</sup> de la Take.  
Nose . . . . .

I find in some Notes, that the Bay on Balabac is named DANAWAN, I believe therefore DALAWAN is a mistake, but as I am not positive, I did not think fit to alter it.

I fancy the Plan of SANDAKAN was made by Lieut. Barton, but as his Name was not to that at the India House, I thought it best to omit the name; I have been on the top of the Island BAHALATOLIS, but never was in the Harbour of Sandakan.

Part of BONGO BAY is taken from Van Keulen, but part of It is from a Spanish MS. sent by an English Renegado Norton Nicholls, or, as he then was pleased to stile himself, Nicolas Norton, from Manila on board the Trinidad for Spain. The Spaniards threw it overboard, but it was taken out of the Sea by some of the People



People belonging to his Majesty's Ship Argo, Capt. King, who was so obliging to give me a copy of it in India; as I knew *Nicholls*, I know that he was incapable of making a tolerable Draught, but altho' *this*, and some others, viz. ST. MARIA and SEEBUGUEY, got at the same time, bear *his name*, they were not from his Observations: I am ignorant by whom they were made, or whether they are on any better authority than verbal report.

Plans of PALAPA and SEESEERAN were engraved at Manila, and perhaps the Plates may be in England; but I took them not from the Engravings but from Don Manuel Galves's original MSS. The *Compass* in the engraved Plan of SEESEERAN is erroneous; I pointed out this error to Galves, and he assured me it was in the Plate and not in the MS. which indeed was the original Plan he had laid down; The *Plan* I have published has also some additions from other Spanish M.S.S. and the Plan of PALAPA has *soundings* and *additions* from the Falmouth Man of War.

The *original* M.S. from whence I copied LAMPON, did not include the whole Island of Alabat; I do not know whether *this part* was a subsequent addition by Galves, or whether it is by some other person.

Don Manuel Galves, a Native of New Spain, was an intelligent Man, and the best Artist I have known amongst the Spanish Navigators. He was Governor of Samboangan, in 1761, where he died the end of that year or the beginning of 1762. He gave me a letter to his brother at Manila, desiring him to deliver me several other *Plans* he had left there; but the suspicions of my Intentions

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raised



raised by the insinuations of Nicholls, made the Spaniards apprehensive of involving themselves in difficulties by any liberal communication, and thereby the Public are for ever deprived of these *Plans*, as I have reason to believe they are now all lost. Don Manuel Galves particularly mentioned *Plans* he had made of the Harbour near *Cape Engano*, and of *that* at CAMIGUING, one of the *Babuyanes*; also a particular Plan of the Harbour at SEYPAN adjacent to *Tinian*, of which I have some general sketches.

As it may be useful to put men on the research after forgotten M.S.S. I think it expedient to mention that I was assured by Galves, that there was a very curious Collection, about the size of the English Wagoner, of the *Ports* and *Harbours* of the PHILIPPINAS, made by Don Antonio Gil, and sent to Spain, where it was intended to be published, but has never yet appeared; It contained on one page the *Plan*, and on the opposite the *Description*, with an account of the *Tides*, *Pilotage*, &c. I received from Galves some M.S.S. Instructions of Gil which I have printed for publication, together with a *Description* of the Coast of LUZON, from MANILA to *Cape Engano* by Manuel Correa, which I also received from Galves, but I am not in possession of the *Chart* and *Plans* which appertain to this Work; It is most likely both *Correa's* and *Gil's* PLANS remain in the Archives of Spain. My Friend Admiral, Sir Hyde, Parker, to whom I formerly gave Copies of these M.S.S. has been so obliging to give me the *Translation* He made of them; In M. Le Gentil's  
late



late Voyage there are some *Plans* on a *very small Scale*, many of which, I conceive, are taken from *Correa*.

I have also heard that Almirante Henrique, a Dutchman, nicknamed at Manila *Pajarito*, has published some *Nautical Instructions* and *Plans* of the PHILIPPINAS, but I never was able even to get a sight of this Book.

The Plan of the ZUTPHEN ISLANDS, called also the *Hounds Islands* and sometimes *Hog Islands*, is taken from a Dutch M.S. In the Latham 1765, I took the *view* of them, as we lay at anchor to the *Southward*, these Islands are of a good height and very woody; they appear to be much more convenient than *North Island* for the homeward bound *China Ships* to water at, as it is said these Islands abound with Coconuts, and are uninhabited.

I was induced to give an *Historical Relation* of the several Expeditions to the POGGY or *Nassau Islands* adjacent to the *W. Coast* of SUMATRA, as I thought the subject curious and had taken pains to collect all the information contained in the Company's Records at Fort St. George: Mr. Saul's *Report* of his Expedition in the Cuddalore 1750 (when the *Plans*, of the Harbours on these Islands, were made) is not entered upon the *Records* of the *East India Company* and the *Report* of his 2d Voyage in the *Mary*, 1751, is very short and without any *Chart* or *Plans*; I have however found at the *India House* a Copy of Mr. Saul's *Report* of his *first* Expedition, which I have now inserted in its proper Place; and I have thought proper to print some Copies of this *Historical Collection* of the *several Expeditions* to the POGGY ISLANDS detached from the *Explanations* of the *Plans* of Ports.

Some



Some years ago I saw a *M.S. Journal* containing Drawings of the Natives of these Islands and *Views* of the Land, I think by a *Supercargo* about the latter end of the last Century: I am ignorant whether this *Journal* still exists; or if it does, in whose possession it remains; any information on this head, would be very acceptable.

These Islands appear to be inhabited by a people similar to the *Pintados*, found originally in some of the *Philippinas*, and now in most of the *South Sea* Islands; They are very different from the *Malays*, in language, religion and customs; but it would be groping in the dark to attempt to trace their migration: None of the Voyagers thither have given a *Vocabulary* of their language by which we might compare it with that so generally spoken in the *South Sea* Islands.

It is proper to remark that the *Plans* of the SE HARBOUR on the *POGGY* ISLANDS, and part of the Coast of *PORAH* comprehending the Islands which lie adjacent to *Hurlock's Bay* are extended from a Draught on a smaller scale, except *Hurlock's Bay* itself, which Bay is taken from a Plan very obligingly communicated to me by Com. now Sir William James, Bart. who received it from Capt. *Whiteway*: This Plan is somewhat different from that engraved in the Plate which contains the THREE BAYS on *PORAH* or *GOOD FORTUNE*; but I attribute this difference to the alterations arising in the last from repeated copying.

To the *Historical Relation* of the *POGGYS*, I have added all the Circumstances known of *ENGANO ISLAND* from the late examinations made of it by the Servants of the Company



Company at Bencoolen; The Court of Directors of the East-India-Company having favoured me with recourse to their Records.

The Plan of part of P<sup>o</sup> NAYAS had no scale, being only a *Fragment*; I added the Scale by comparison of other Draughts: I have since been favoured by Mr. Boddam with an *English MS. Chart* of the whole Island.

The Scale, in the Plan of PADANG ROAD from Van Keulen, was obviously very erroneous: altho' that Scale is inserted at the bottom of the Plate, I have added at the top another Scale by estimation; the Soundings are obviously in feet, tho' not so expressed.

D<sup>r</sup> Stevenson will, I hope, excuse my taking this Publick opportunity of again testifying my acknowledgments for the trouble he so obligingly took in correcting the Names of Places; if any mistakes remain, the fault must be ascribed to me and not to him.

In the *Explanations* of the PLANS of SUMATRA I have been more diffusive, instead of confining myself to the mere explanations of the Plates, I have inserted some *General Instructions*, as well for the *Navigation thither*, as for the *Pilotage* along the whole Coast. For the former the Publick is indebted to Capt Richardson; Com. Watson's remarks upon the Coast are so curious and valuable, that their publication needed no apology unless to Him, as they were printed from an imperfect Copy.

Capt White, now Commander of the Earl of Oxford, whose authority is given, in P. 42. of the *Nautical Explanations*, for the depth of 4 fath. on the Bank there mentioned, told me that the Officer who founded this Bank



found *one Spot* on which there was *only 3 fath.* He also informed me Capt. Paul discovered a *Shoal* off *Salomah*, but C. Paul tells me he discovered no *such Shoal*.

It may be proper to remark that the E. Middlesex, C. Fletcher, struck on a *Rock*, 5 or 6 lea<sup>s</sup> off shoar, in about the Latitude  $5^{\circ} 7'$  S. As they struck in the night, the exact position or description cannot be given, but this *Danger* ought to be attended to; indeed it requires to be carefully examined.

To this Account of the *Collection* of PLANS of PORTS in the EAST INDIES, *formerly published*, I shall add a *List* of what have since been published at the charge of The EAST-INDIA-COMPANY who, on the 1st April 1779, determined to employ me in a *Work* very conducive to the perfection of *Hydrography*.

A Narrative of the circumstances attending this Appointment may be acceptable to some Persons, I shall therefore recite them, as briefly as I can with precision.

Several years ago I made a proposition to the East-India-Company for undertaking this Work, but my offer was not then accepted; another person being at that time employed in an undertaking somewhat similar, but on a much narrower scale.

Whilst Sir George Wombwell was Chairman of the India Company, advice was received of the loss of the *Colebrooke* on the *Anvil*: that accident induced me to propose the matter again, in a Memorial which was given in to The Court of Directors the 28th January 1779.

When



When I shewed the Draft of the Memorial to Sir George Wombwell, He observed that I *had timed it very well*; and said that if, on consulting The *Professional Men* in the Direction, they thought it was a Thing *beneficial* to *The Company*, It should have *His Support*; and He was sure if they thought otherwise I would not wish it: He added That It must come before a General Court, as the Court of Directors were debarred making any New Office: I replied that I was convinced He was not afraid to bring a Matter before a General Court on *good ground*. He said He was not, and that The Argument was obvious to every Man's comprehension "for The *Loss* of the *Colebrooke* was "more than the Expence of such an Office to all "Eternity."

The following is a Copy of the *Memorial*.

To the Honourable the COURT of DIRECTORS  
of the EAST INDIA-COMPANY.

## M E M O R I A L.

Notwithstanding the many years that the Europeans have navigated to India, there is not hitherto in any language what may be termed a *tolerable set of Charts* for all parts of this very important navigation. M. d'Aprés has done much, but much still remains to be done.

Every



Every year shews by the narrow escape of some ship or other, and sometimes by the loss of ships where no danger was suspected, the *importance*, not to call it *necessity*, of such a *set* of *Charts*; the Journals at the India-House constitute a noble repository of nautical knowledge, but they, who know the difficulty of making good Charts, must be sensible, that *examining* ALL the Journals, from the earliest times to the present, and drawing conclusions from materials often discordant, is a Work of infinite labour, and requires not only an unwearied patience, but a certain turn of mind and a degree of experimental knowledge which few men possess.

The partiality of the World will excuse me in deeming myself not entirely unqualified for such a task, and my particular inclination to those researches, makes it much an object of my wish to be employed in this very useful work, if the Court of Directors approve of the Undertaking, and are pleased to accept of my services on such a footing as would be a motive to dedicate my whole time and attention to this matter.

The late fatal loss of the Colebrooke on the *Anvil*, a Rock at the entrance of False Bay, where the *Cæsar* struck on 25th February 1745, and on which since then the French Ship *Mergé* also struck, shews in the strongest terms the advantage of such an institution as I here propose, as that misfortune could not have happened if this *Rock* had been known to Captain Morris.

I have the honour to be

Gentlemen,

Your most obedient humble servant.

28th Jan. 1779.

ALEX. DALRYMPLE.

Conditions.



### Conditions Proposed.

£ Per annum to be paid me as a gratuity.

£ to be annually allotted for the expence of extracting, copying, drawing, engraving and printing; the expenditure to be left to me, but the accounts to be delivered annually to the Company.

50 Impressions of each Plate, and 50 copies of all printed Instructions to be delivered for the use of the Company.

After which the Plates and Publications to be my property.

In case the Company should at any time require a Publication not in course, the Expence of such Publication to be distinct, and not to be included in the *annual disbursements*.

The Plates and Publications of such additional Works to be my property, after delivering 50 copies, but no addition to be made to the gratuity in consideration of this extraordinary trouble.



On 3d February 1779, It was referred to a Committee of Correspondence to consider and report.

An objection was made that no *Sum* was specified for the *disbursements*, and I was desired to mention *some amount*:

In a short letter of the 25th February I observed, that I did not think a smaller sum than £.200 *per annum* would be effectual, and that I did not think a greater sum than £.500 *per annum* could be wanted for Disbursements.

On the 1st April. The matter was reported from The Committee To the Court of Directors; Sir George Wombwell came out to me and informed me that it was thought proper not to make an immediate appointment, but to make a kind of probationary trial for a year; assuring me upon his Honour that it was done with a favourable disposition both towards me and the office; that The Court of Directors could go to a General Court and desire a much more liberal Establishment, when they could carry in their hand a Proof of Work done, than merely for a Thing proposed; adding that I might depend on His Support at the end of the Year, either in the Direction or out of it. I replied That one very essential Objection occurred, because during this year of Probation, The Madrafs Arrangements might be made, and I left between two stools, in case the Appointment to the Office in contemplation did not take place at the end of the year. He replied by *no means*, that *being so usefully employed* was a recommendation in my favour, instead of an objection, and that I might accept  
of



of the present proposal under an express reservation of my pretensions at Madras.

I accordingly undertook the Work on the footing expressed in the Report of the Committee of Correspondence made to *The Court of Directors*, on the 1st April 1779, viz " That They have considered The Proposal of  
 " Alexander Dalrymple Esq; for examining the Ships  
 " Journals from the earliest times that Notice may be  
 " given of every danger which has hitherto been discovered, and for publishing from time to time such  
 " Charts and Nautical Instructions as a Comparison of  
 " the various Journals and other Materials may enable  
 " him to do, on the Conditions annexed thereto; and  
 " submitting as their opinion that such undertaking  
 " would be of the utmost utility to the Navigation of  
 " the Ships employed in the Company's Service and that  
 " Mr. Dalrymple be therefore immediately employed  
 " in this Undertaking, and that on delivering in during  
 " the Course of 12 Months a Collection of his Proceedings, he do receive a suitable reward for his trouble,  
 " and, on the approbation of his Work, he be employed  
 " for completing the Plan proposed, agreeably to the  
 " terms which shall be then settled.

Upon which Report *The Court of Directors*

" RESOLVED—That This Court doth agree in Opinion  
 " with the said Committee."

When the Court of Directors were to consider of what had been done, in this year of probation, and determine on  
 the



the future, Sir George Wombwell, who was not then Chairman, came to me; he asked me to declare upon my honour if I thought the Appointment *necessary* for the Company's Interest; I replied that the word *necessary* was *more* than I could say, as They had existed *without it*, He said by *necessary* he meant *beneficial*; to this I replied I could declare without hesitation that I thought it *extremely beneficial*; and was satisfied every competent Judge would be of that opinion: He then said There was another Thing to be considered—Whether the Appointment could be made worth the acceptance of one of my Rank in the Company's Civil Service, at the same time observing that He did not know what would be done with any of Us. He said He would never give his Consent that the Salary should be more than 500  $\pounds$  annum, for that neither The Secretary nor any Officer of the House had more, and that if a larger Sum was given, It would be made a pretence for encreasing other Salaries, and that It would be made a Job and continued hereafter to somebody who did not deserve it.

Justice to the merits of the *Dead* claims thus much of me! Of the *Living* I shall only say, I have met from *all* the greatest attention, and That The following Resolutions of The Court of Directors were UNANIMOUS.

" At



" At a COURT of DIRECTORS held on *Wednesday*  
the 12th of *July* 1780.

" RESOLVED — That the appointment of Mr.  
" *Alexander Dalrymple* on the 1st April 1779, be con-  
" tinued and confirmed upon the following Terms and  
" Conditions viz.

" That the annual Disbursements for drawing,  
" copying, extracting, engraving and printing shall not  
" exceed £.500 unless by special order; That the mode  
" of Expenditure be left to Mr. *Dalrymple*, but that  
" exact Accounts of all Monies, so to be disbursed, be  
" delivered into the Court, half yearly.

" That 100 Impressions of each Plate and 100 Copies  
" of all printed Instructions which shall at any time or  
" times be prepared by Mr. *Dalrymple* shall be deli-  
" vered to the Court of Directors for the use of the  
" Company before any Number of the said Impressions  
" or Instructions shall be disposed of to any other Person  
" or Persons whatever.

" That after delivering 100 Copies as aforesaid for the  
" use of the Company, the Plates and Publications shall  
" be the property of Mr. *Dalrymple*.



“ That Mr. *Dalrymple* be paid £. 500 as a moderate  
 “ Compensation for the past year's Services, and that a  
 “ Warrant be made out for the same accordingly ; and

“ That while Mr. *Dalrymple* shall employ the like  
 “ Industry and Attention in the execution of this Plan,  
 “ the Sum of £. 500 each year will be a reasonable  
 “ Compensation for his Labour.”

I have understood that the last Resolution was so worded,  
 because many Men thought an application to The  
 General Court improper, since this was not intended to be  
 a *permanent Office of Succession*, but to drop with me, and  
 that the Resolution being so expressed, prevented grounding  
 any Job hereafter on my Appointment.

In execution of this Trust I have finished several *Plates viz.*

The Publication for 1779 consists of the following

#### VIEWS.

1. Porto Santo, Desertas and Canaries
2. Views on the *Coast* of Brazil from *Van Keulen*
3. Cape Good Hope
4. Mozambique Channel
5. Guzurat, Surat, Bombay &c,
6. Malabar *Coast* . . . . . Plate 3.
7. D<sup>o</sup> . . . . . 2.
8. D<sup>o</sup> . . . . . 1.
9. Madrafs and Choromondel *Coast*
10. Strait Malacca . . . . . Plate 1.
11. D<sup>o</sup> . . . . . 2.
12. D<sup>o</sup> . . . . . 3.
13. D<sup>o</sup> . . . . . 4.
14. Strait Sinkapore

and



and of the following

## PLANS.

Plates Scale  
Inches.

			By whom	From whom
1 . 0, 8 = 1' D. pr.	{ Table Bay View			Van Keulen
1 . 3, 2 . E.	{ Simon's Bay View	Cape Good Hope		
1 . 1, 6 . E.	{ Eagle Island Bird Island			
1 { 0, 8 . E.	{ Seychelles Harbour	Almirante Don	David Thomas	East-India Company
{ 1, 6 . F. pr.	{ Inner Harbour	Mascarenhas, or Mahé	and Will. Robinson	
1 . 0, 8 . E.	{ Praslin Island	Islands		
1 { 0, 2 . P.	{ Querimbo Islands in 12° 20' S		sup <sup>d</sup> Bento de Almedoe	Capt. Holford
{ 0, 2 . E.	{ D <sup>o</sup>	11 11	John Kempthorne	British Museum
1 . 6, 4 . E.	{ Yambo			Mr. Irwin
1 . 1, 6 . E.	{ Tor	Red Sea	George Trotter	Sir Edward Hughes
1 . 0, 8 . E.	{ Suez		D <sup>o</sup>	
1 . 0, 4 . E.	{ Harbour	Cochin China		
1 { 0, 4 . E.	{ Tienpe	China	Geo. Stainforth, jun.	Capt. Stainforth
{ 0, 2 . E.	{ Gelang	Hainan	James Haldane	Capt. Deane
1 . 3, 2 . E.	{ Typa	China	George Baker	Capt. Baker
1 . 0, 4 .	{ Malloodo Bay		John Roberts	John Roberts
1 . 0, 2 . E.	{ P <sup>o</sup> Gaya, &c.	Borneo	sup <sup>d</sup> James Barton	East India Company
1 . 0, 2 . E.	{ Borneo Port		do. D <sup>o</sup>	
1 . 0, 4 . E.	{ Lubeck or Babeau		Nicholas Skottowe	Capt. Skottowe
1 . 1, 6 . E.	{ Balambouang Bay		D <sup>o</sup>	
1 { 0, 4 }	{ Potfietan	Java		Capt. Ronsteen
{ 0, 8 }	{ Vleermuys	Bays		
1 { 0, 4 }	{ Turtle			
1 . 0, 4 . D. pr.	{ Rottenest Island off	New Holland	sup <sup>d</sup> Will. Vlaming	Van Keulen
	{ View of Blackswan River			
1 { 1, 6 }	{ Harbour of Geby			M. D'Aprés
{ 3, 2 }	{ Bafon D <sup>o</sup>			

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The Publication of 1780 contains

## PLANS.

1 . 1, 6 = 1' { F. .	Fernando Noronha		M. Delesquellen	Sir Hugh Palliser
{ E. .	View			Mr. Fitzhugh
1 . 0, 8 . Sw.	{ Ascension		C. G. Ekeberg	Capt. Olbers
	{ View		Charles Chapman	Capt. Chapman



Plates Scale  
Inches

				By whom	From whom
1 . 0,4 .	F.	Tristan da Cunha		Sieur Donat	M. D'Aprés
1 . 6,0 .	E.	St. Mary's Madagascar		John Brohier	
1 { 0,2 } .	P.	{ Mancabala } East Coast of Africa		Bento de Almedoc	Capt. Holford
1 { 0,4 } .		{ Mombas }			Mr. Russell
1 . 1,6 .	F.	Brava			
1 { 0,8 } .	E.	{ Mocha } Red Sea		Cowey	Capt. Clements
1 { 0,4 } .		{ Huddada }			
1 . 0,2 .	E.	Bays { Churbar } S <sup>d</sup> Coast Persia		sup <sup>d</sup> John Porter	Com. Watfon
		{ Guadel }			
		{ Affola Island }			
		{ Arubah }			
1 . 0,8 .	E.	Ramiferam, Adam's Bridge		William Stevens	East-India Company
1 . 0,4 .	E.	Martavan			
1 . 0,2 .	E.	{ Quedah } View		John Ashbridge	Capt. Ashbridge
1 . 0,4 .	E.	Sambeelan Islands		James Rennell	
				D <sup>s</sup>	
1 { 0,8 } .	E.	{ P <sup>d</sup> Pisang Island }		Will <sup>m</sup> Kirton	Capt. Blanchard
1 { 3,2 } .		{ D <sup>d</sup> Road }		Tyson	Mr. Russell
1 . 0,2 .	E.	{ P <sup>d</sup> Nayas }	W. Coast Sumatra	J. Collier	Mr. Boddam

The Publication for 1781 was

PLANS.

1 . . .	{ E. pr.	Trinidad			Seller
1 . . .	{ E. pr.	Trinidad		Edm <sup>d</sup> Halley	Dr. Halley
1 . . .	{ E. pr.	Ascension			Pimentel
1 . 0,2 .	F. pr.	St. Helena Bay			Bellin
1 . 0,4 .	D.	Plattenberg Bay			C. Abercromby
1 . 3,2 .	E.	{ Chaos Island, called Bird Island by } the Daddington's Crew			C. Hook
1 { 0,2 } .	D. pr.	Quilimanie			Van Keulen
1 { 0,2 } .	P.	Hiarbane			C. Holford
1 { 0,1 } .	{ P. pr.	{ Bahia Formosa }			Pimentel
1 { 0,1 } .		{ Zanzebar }			
1 . . .	{ E.	Managar or Maningara		sup <sup>d</sup> Seth Loftus	C. Clements
1 . . .	{ D. pr.	Matheleage			Van Keulen
1 . 6,4 .	E.	Coast of St. Mary's Island		Lockhart Russell	East-India Company
1 { 0,4 } .	D. pr.	Babelmandel Island			Van Keulen
1 { . . . }	{ E. pr.	{ Aden }			Cornwall
1 . 0,8 .	E.	Suez		{ Jof. Mafcal } Edw. Harvey	Mr. N. Smith
1 . 0,8 .	E.	Suez		Will. Robinson	Mr. Webster



## Plates Scale

Inches				By whom	From whom
1 1/6 = 1	D.	Muscat			Mr. Boddam
1	E.	Boncout			Gov. Bouchier.
1 { 0, 2 1	D. pr.	Aria Atoll		Ant <sup>e</sup> Klink	Van Keulen
1 { 0, 4 1	E.	Attol Maldivé			C. Fra <sup>e</sup> Taylor's Coll <sup>e</sup>
1 { 0, 4 1	E.	Codjon		Will. Helman	Mr. W. Herbert.
1 { 0, 4 1	E.	Bomeeny Harbour		James Rennell	East India Company.
1 0, 1 1	E.	Cheduba Channel		Walter Alves	Capt. Alves
1	D. pr.	Padaran			Van Keulen
1	S.	Pachiri		Pedro Gastambide	Admiral Parker.
1 { 0, 8 1	S.	Camiguing			{ Le Gentil's Voyage and Gaspar
1 { 0, 4 1	S. pr.	St. Vincente			Le Gentil's Voyage
1 1, 6 1	pr.	Subec			M. D' Aprés
1 3, 2 1	E.	Mariveles		{ Com. John Watton	
1 { 0, 4 1	E.	St. Andres			C. Brereton
1 { 0, 8 1	{ S. } { E. }	Palaon		{ Thomé Gaspar de Leon	Gaspar
1	S.	Cagayan			
1 0, 1 1	F.	E. Side Banka		Mr. Crozet	M. D' Aprés
1 0, 2 1	Sw.	{ Wine Coopers Bay } { Maurice Bay }	S <sup>e</sup> Coast Java	C. G. Ekeberg	C. Ekeberg
1	Sw.	{ Turtle Bay } { Patietan } { Flittermous }	D <sup>e</sup>	D <sup>e</sup>	D <sup>e</sup>
1 { 0, 2 1	D. pr.	Houtmans Abrolhos			Van Keulen
1 { 0, 4 1	E. pr.	Part of D <sup>e</sup>		C. Daniel	English Wagoneer
1 { 0, 4 1	D.	Tryal Rocks			C. Will. Smith
1	{ D. } { E. }	St. Paul's, called Amsterdam by English sup <sup>d</sup> Views	W. Vlaming sup <sup>d</sup> C. Hook.		C. Wilfon Mr. Horsley
1 { 0, 4 1	E.	Strait Sacockup		Tho. Forrest	C. Forrest
1 { 0, 2 1	E.	Mazular Bay			
1 { 0, 1 1	E. pr.	{ Water Bay } { Port Montague }			Dampier
1 { 0, 8 1	F. pr.	Choiseuil			Bougainville

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- 1 . . . { E. }  
1 . . . { D. } Views of Choromandel, Pl. 2
- 1 3, 0 = 1<sup>2</sup> E. Chart of S<sup>e</sup> Coast of Persia
- 1 { 6, 0 1 E. . . . Bufforah River and adjacent Coast
- 1 { 6, 0 1 E. . . . Catif

To the Plates published in 1779 and 1780 The Explanations were published in 1781 and The Explanations of those published in 1781 will follow as soon as possible.

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It is proposed to publish a *complete Collection* or *Series* of *Views* of all the *Lands*, from ENGLAND to the *most remote parts* of the EAST-INDIES; which will not only be very useful to Navigators, but comprehend such a Description of the external Form of the Globe as can no otherwise be had.

It would be very desirable to have this *Series* regular and unbroken; but as no Nation has hitherto undertaken sea voyages for the improvement of Navigation and Hydrography, on a rational and comprehensive Plan, we must be satisfied with the disjointed Scraps as they can be collected, and leave to a future Period the regular and perfect execution of this Description.

Should the great Improvement which has been made in *Chronometers* by Mr. *Arnold*, induce either this Country, or any liberal-minded Foreign-Prince, to set on foot a Voyage for establishing the Geographical Situations of all the remarkable Head-Lands in the World, It is to be hoped that a *connected Series* of *Views*, would make a *principal* object of attention in that Voyage: In the present state of *Chronometers* I may confidently say that more could be done in establishing the *Longitudes* of *Places* in *three* than could otherwise have been effected in *thirty years*: One of *Arnold's Pocket Chronometers* in my possession in more than 50 days never altered its *daily rate* so much as 4 Seconds, comparing the day it went fastest with the day it



it went slowest, which is less than *one mile* in Longitude, and is nearer than *Time* can, by any means, be found at sea. Were such a Voyage on a liberal and comprehensive Plan to be undertaken, I would readily take an active part in it, and again go to sea; which scarcely any thing else would tempt me to do; But *three* or *four* Years of my Life, would, I think, be very well employed in ascertaining exactly the *Positions* of all the *Remarkable Lands* in so great a *Portion* of the *GLOBE*.

The opportunities afforded by such a Voyage, for the improvement, not only of *Geography* and *Navigation* but, of every branch of *useful Knowledge* would be very great; Such a Voyage would be highly honourable to the State by whom it was undertaken, Its Object being for the Benefit of All Nations, in all Times.

The necessary Preparations for such a Voyage would require at least a year; The Equipment ought to be one Ship of Size, for the convenience of all the Business to be executed on board, and, at least, *four* small Vessels for *Sounding* and forming *Stations* for the ready continuation of the *Chain* of *Triangles* by the *Quincunx*, which is perhaps the only certain mode of laying down *Soundings*, where the *Angles* of *Objects* on *Shoar* cannot be had; These  
Vessels



Vessels would be best rigged like *Chinese Junks* and fitted like them for *Sculling* in calms.

ALEXANDER DALRYMPLE.

Titchfield Street, No. 72.

Oct. 1782.